

§ 45.14

14 CFR Ch. I (1–1–08 Edition)

(5) Production certificate number, if any.

(6) For aircraft engines, the established rating.

(7) On or after January 1, 1984, for aircraft engines specified in part 34 of this chapter, the date of manufacture as defined in §34.1 of that part, and a designation, approved by the Administrator of the FAA, that indicates compliance with the applicable exhaust emission provisions of part 34 and 40 CFR part 87. Approved designations include COMPLY, EXEMPT, and NON-US as appropriate.

(i) The designation COMPLY indicates that the engine is in compliance with all of the applicable exhaust emissions provisions of part 34. For any engine with a rated thrust in excess of 26.7 kilonewtons (6000 pounds) which is not used or intended for use in commercial operations and which is in compliance with the applicable provisions of part 34, but does not comply with the hydrocarbon emissions standard of §34.21(d), the statement “May not be used as a commercial aircraft engine” must be noted in the permanent powerplant record that accompanies the engine at the time of manufacture of the engine.

(ii) The designation EXEMPT indicates that the engine has been granted an exemption pursuant to the applicable provision of §34.7 (a)(1), (a)(4), (b), (c), or (d), and an indication of the type of exemption and the reason for the grant must be noted in the permanent powerplant record that accompanies the engine from the time of manufacture of the engine.

(iii) The designation NON-US indicates that the engine has been granted an exemption pursuant to §34.7(a)(1), and the notation “This aircraft may not be operated within the United States”, or an equivalent notation approved by the Administrator of the FAA, must be inserted in the aircraft logbook, or alternate equivalent document, at the time of installation of the engine.

(8) Any other information the Administrator finds appropriate.

(b) Except as provided in paragraph (d)(1) of this section, no person may remove, change, or place identification information required by paragraph (a)

of this section, on any aircraft, aircraft engine, propeller, propeller blade, or propeller hub, without the approval of the Administrator.

(c) Except as provided in paragraph (d)(2) of this section, no person may remove or install any identification plate required by §45.11 of this part, without the approval of the Administrator.

(d) Persons performing work under the provisions of Part 43 of this chapter may, in accordance with methods, techniques, and practices acceptable to the Administrator—

(1) Remove, change, or place the identification information required by paragraph (a) of this section on any aircraft, aircraft engine, propeller, propeller blade, or propeller hub; or

(2) Remove an identification plate required by §45.11 when necessary during maintenance operations.

(e) No person may install an identification plate removed in accordance with paragraph (d)(2) of this section on any aircraft, aircraft engine, propeller, propeller blade, or propeller hub other than the one from which it was removed.

[Amdt. 45–3, 32 FR 188, Jan. 10, 1967, as amended by Amdt. 45–10, 44 FR 45379, Aug. 2, 1979; Amdt. 45–12, 45 FR 60183, Sept. 11, 1980; Amdt. 45–20, 55 FR 32861, Aug. 10, 1990; 55 FR 37287, Sept. 10, 1990]

§ 45.14 Identification of critical components.

Each person who produces a part for which a replacement time, inspection interval, or related procedure is specified in the Airworthiness Limitations section of a manufacturer's maintenance manual or Instructions for Continued Airworthiness shall permanently and legibly mark that component with a part number (or equivalent) and a serial number (or equivalent).

[Amdt. 45–16, 51 FR 40703, Nov. 7, 1986]

§ 45.15 Replacement and modification parts.

(a) Except as provided in paragraph (b) of this section, each person who produces a replacement or modification part under a Parts Manufacturer Approval issued under §21.303 of this chapter shall permanently and legibly mark the part with—